S/S FUJI MARU

Kawasaki Dockyd No 476

Construction Profile & Decks

Kobe Rpt No 3143.

Nº 476
CONSTRUCTION PROFILE &
DECK PLANS
SCALE 1/8" = 1'-0"
BOAT DECK
FORE BOAT DECK
WEB FRAMES
AWNING DECK
UPPER DECK
SECOND DECK
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S/S FUJI MARU

Kawasaki Yard No 476

Midship Section

Kobe Rpt No 3143

№476

MIDSHIP SECTION.

SCALE 1/2" = 1'-0"

TO CLASS TEISHINSHO RULE 1ST CLASS VESSEL & LLOYD'S 100 A1 WITH FREE BOARD.

PRINCIPAL DIMENSIONS.

LENGTH BETWEEN P. P.	405'-0"
BREADTH MOULDED	53'-0"
DEPTH " TO AW. DECK	37'-0"
HEIGHT BETWEEN UP. & AW. DKS	8'-0"
" " " " 2ND "	9'-6"
" " AW. " F'CLE "	6'-3"

SCANTLING NUMBERS.

B	53
D	29
TRANS. №	82
L	405
LONG. №	33,210
L/D TO AW. DK.	10.95
d " UP. "	25'-5" IN MACH. SPACE.
" " 2ND "	15'-11"

FORGING & CASTINGS

STEM OF ROLLED MILD STEEL	10½" × 2¾"	
STERN FR. PROP. POST.	10½" × 7½"	OF CAST STEEL.
STERN FR. RUDDER "	9" × 7½"	OF CAST STEEL.

RUDDER FRAME OF CAST STEEL AS PER DETAIL PLAN.

EQUIPMENT NUMBER.

LONGITUDINAL NUMBER	= 33.210
ERECTIONS (405 × 8 × 0.75) + (31.45 × 6.25 × 0.75)	= 2,577.42
DECK HOUSES (26 + 52) × 7.5 × 0.5	= 292.50
" " (16.25 × 8.75 + 44.96 × 7.75) × 0.5	= 245.31
NUMERAL	= 36,325.23

EQUIPMENT.

3 BOWER ANCHORS (STOCKLESS)	61 C.W.T.	EACH.
1 STREAM ANCHOR (COMMON)	17½ "	EX. STOCK.
1 KEDGE " (")	7½ "	" "
2 4/16" STUD CHAIN CABLE	270 FATHOMS	
4¾" STEEL WIRE FOR STREAM ANCHOR	90 "	
5" " " TOW LINE	120 "	
2 COILS OF 8" MANILLA	90 "	EACH.
2 " " 7" "	90 "	"

ROWS OF RIVETS IN BUTT

ITEMS	½ L ⊗	ENDS
AWNING DK. STRINGER PLATE	3	3
" " PLATING	2	1
UPPER " STRINGER PLATE	3	3
" " PLATING	2	1
SECOND " STRINGER PLATE	3	3
" " PLATING EXCEPT TOP OF DEEP TANK WHERE DOUBLE.	1	1
SHEER STRAKE	4	3
STRAKE BELOW SHEER STRAKE	4	3
SIDE PLATING OF SHELL	3	3
BOTTOM " " "	4	3
BOSS " " "		4
KEEL PLATE	4	4-3
MIDDLE LINE STRAKE OF INNER BOTTOM PLATING.	3	3-2
INNER BOTTOM PLATING.	2	1
MARGIN PLATE	3	2
CENTRE GIRDER	3	3
FORECASTLE DK. STRINGER PLATE.		2
" " PLATING.		1

RIVETING

ITEMS	PITCH OF RIV. C^R TO C^R IN ITS DIA.
FRAME TO SHELL	7. 5½ IN PEAK & DEEP TANKS, & IN DOUBLE BOTTOM BEFORE 3/5 L ⊗ ALSO IN MACH. SPACE.
FRAME TO FLOORS IN AFT PEAK	5
" " REV. FR. " " "	5½
" " " " MACH. SPACE	7
BUTTS OF SHELL PLATE	3½, 4 IN 4 PLE BUTT LAP
SEAMS " " "	5-FOR 1⅛" RIV. 6-FOR 1" RIV. 7-FOR ⅞" RIV. IN №. BETWEEN FRS. & 4 DIA. C^R TO C^R AT ENDS
DK. PLATE TO BMS	7. 6 ON BEAMS TO ALT. FR. & IN DEEP TANK.
BUTTS OF STRINGER PL.	3½
" " DK. "	4
EDGES " " "	4½
GUNWALE ANG.	4½
DK. STR. "	7
DOUBLE BOTTOM	
BUTTS OF MARGIN PL. & CENTRE GIRDER.	4
BUTTS & EDGES OF INNER BOTTOM PL.	4
MARGIN ANG.	4½
KEEL "	5
FLOOR PL. TO FR. & REV. FR.	7
VERTICAL ANG. ON C^R G^R AT ENDS	5
" " " SIDE "	7
ANG. AT TOP OF CENTRE GIRDER	7, 5 WHERE C^R G^R W. T.
TOP & BOTTOM ANG. ON SIDE GIRDER	4 RIV. IN № BETWEEN FRS.
BUTTS & SEAMS OF BHD PL.	4½ EXCEPT BOUNDARY BHD OF DEEP TANK WHERE 3½
BULKHEAD BOUNDARY ANGLES	5, 4½ FOR SINGLE RIV. ANGLES.
" STIFFENERS	7 EXCEPT IN DEEP TANK WHERE 6
SIDE STR. FACE ANGLE.	7
" " SHELL FLANGE OF INTERCOSTAL PL.	4 RIV. IN № BETWEEN FRS.
W. S. PILLARS & GIRDERS EXCEPT GIRDER TO DK.	7
INTERCOSTAL PL. OF DK. GIRDER TO DK.	5
SHELL PL. TO STEM & STERN FRAME.	5

W. T. BULKHEADS.

7 IN NUMBER EXTEND TO UPPER DECK EXCEPT COLLISION & AFT END BHD OF DEEP TANK WHICH FORMER EXTEND TO AWN. DK. & THE LATER EXTEND TO SECOND DK.

BULKHEAD STIFFENERS AS IN FOLLOWING TABLE:-

FRAME №	HOLD		LOWER TWEEN DECK		UPPER TWEEN DECK	
	STIFFENERS	SPACING	STIFFENERS	SPACING	STIFFENERS	SPACING
FR. № 9	7" × 3" × .40" B. ANG.	24"	5" × 3" × .32" ANG	30"		
" " 35	9½" × 3½" × .55" B. "	30"	" "	"		
" " 58	9" × 3½" × .525" B. ANG	24"				
" " 74	" "	"	5" × 3" × .34" ANG.	30"		
" " 98	" "	30"	" × .32" "	"		
" " 149	10" × 3 19/32" × 3 19/32" × .575" ⊐	"	" "	"		
" " 177	V^L STIFF. 10" × 3 19/32" × 3 19/32" × .575" ⊐ H^L " 8" × 3½" × .45" ⊐	24" 48" UNDER	5" × 3" × .40" "	24"	3½" × 3" × .30" ANG.	24"
LONG^L BHD IN DEEP TANK	8" × 3½" × .45" ⊐	26"				

2ND DK. BEAMS :- 12" × 3½" × 3½" × .60" ⊐ TO ALT. FR.
7" × 3" × .40" ⊐ TO EVE. FR. IN PEAKS
DEEP TANK TOP - 8½" × 3½" × .525" ⊐ TO " " WITH 3 ROWS OF GIRDER
HATCH END BEAMS IN DEEP TANK 10" × 3½" × .58" ⊐

31" × .54"
29" × .50" IN PEAKS.

DOUBLE BOTTOM :-

CENTRE GIRDER 43" × .50" - .40", .60" IN B. SP.
SIDE " .40" - .36" .50" IN B. SP.
TOP 3½" FLANGED TO INNER BOTTOM.
EXCEPT IN E. SP., UNDER W. S. PILLARS & BEFORE 3/5 L ⊗ WHERE 3½" × 3½" × .40" ANG.
№ OF SIDE GIRDER - TWO AT EACH SIDE & ADDITIONAL GIRDER IN E. SP. & BEFORE 3/5 L ⊗
MARGIN PL. .48", .58" IN B. SP. DEPTH ABOVE 33" - 28" AT AFT END., ABOUT 44" IN E. & B. SP.
FL. PL. & T. SIDE BRACKETS .40" - .36", .50" IN B. SP.
INNER BOTTOM PLATING.
M. LINE STRAKE 43" × .50" - .40", .56" IN B. SP. .88" UNDER ENG.
OTHER " .40" - .36" .48" IN E. SP., .56" IN B. SP.
.48" UNDER HATCHWAY IN DEEP TANK.
FRAMING :- SOLID FL. TO EVE. FR. UNDER E. SP., BEFORE 3/5 L ⊗ & № 4 HOLD ALSO UNDER B. BEARERS & W. S. P. & BHDS. TO ALT. FR. ELSEWHERE.
FRAMES 3½" × 3½" × .40" ⅃, DOUBLED BEFORE 3/5 L ⊗
REV. FR. " , .50" IN B. SP., DOUBLED IN E. SP. & UNDER B. BEARER 4½" × 4½" × .60" ⅃Γ.

FRAMING :-

SPACE 26" & 24" IN PEAKS
HOLD :- 9½" × 3½" × .55" ⊐ EXTEND TO UPP. & 2ND DKS ALT^LY, & UPP. & F'CLE DKS ALT^LY IN WAY OF F'CLE DK.
LOWER TW. DK. INTERMEDIATE, UPP. TW. DK & ERECTION SIDE INTERMEDIATE FRS. 7" × 3½" × .40" ⅃ WITH PARTIAL BHDS IN UPP. & LOWER TW. DKS AS PER PROFILE.
FORE PEAK :-
7" × 3½" × .44" ⊐ EXTEND TO UPP. & F'CLE DKS ALTERNATELY.
INTERMEDIATE TW. DK. FRS. 6" × 3½" × .38" ⅃
AFT PEAK :- FR. 6" × 3½" × .38" ⅃ EXTEND TO AWN. DK.
REV. FR. 3½" × 3" × .38" ⅃ " " UPP. "
DEPTH OF FR. 6"
WEB FRAMES AT FORE END HOLD
WEB PL. 27" × .48", FACE ANG. 7" × 3½" × .64" ⅃
SHELL ANG 3½" × 3½" × .48" SINGLE.
W. FR. IN DEEP TANK :- WEB PL. 23" × .44", FACE ANG. 7" × 3½" × .64" ⅃
SHELL ANG. 3½" × 3½" × .44" SINGLE.
MACH. SPACE :- 10" × 3½" × 3½" × .50" ⊐ WITH REV. 3½" × 3½" × .50" ⅃
EXCEPT FR. № 88 WHERE 5" × 3½" × .50" ⅃. ALL EXTEND TO UPP. DK.
UPP. TW. DK. FR. 7" × 3½" × .40" ⅃.

SPARRING 6" × 2" 8" APART IN CARGO SPACES

BILGE KEEL 6" × 4" × .50" T 9" × .46" ⅃

BOTTOM PLATING ('A' - 'E') .64" - .48"
BOSS PLATING .74"
3 - STRAKES ('A' - 'C') TO MAINTAIN MIDSHIP THICKNESS TO COLLISION BHD.

BOTTOM FORWARD STRENGTHENED AS PER RULE.

INTERMEDIATE FRAME